 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th June 2022
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	9	WARD: <i>Horley East and Salfords</i>

APPLICATION NUMBER:	21/02438/F	VALID:	22/09/2021
APPLICANT:	Littlerock Developments Ltd	AGENT:	Vail Williams
LOCATION:	SALFORDS VILLAGE STORE, 21 BRIGHTON ROAD, SALFORDS		
DESCRIPTION:	Demolition of existing convenience store building and redevelopment involving the erection of a convenience store (Class E) with associated parking and landscaping. As amended on 15/03/2022, 16/03/2022 and on 28/04/2022.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of an existing vacant and dilapidated retail store with dwelling at first floor and the erection of a new two storey convenience store (Class E) with associated parking and landscaping on as site at the corner of Honeycrook Land and Brighton Road in Salfords.

This application follows one for demolition and replacement with six flats (20/01624/F) approved in September 2021.

The site is located within an identified local centre and as such the proposal would form a policy compliant use. The proposed store would be of a suitable scale and function to the Local Centre and would form a positive addition to the local community which the development would serve, bringing regeneration, employment and economic benefits together with the potential to encourage sustainable travel patterns. The principle of development is considered acceptable.

The proposed design of the building would result in an improvement over the existing building providing frontages to both Brighton Road and Honeycrook Lane and would be of a similar scale, massing and bulk to the existing store with dwelling above. The proposed traditional design is considered acceptable and responds to the local context as are the proposed materials. As such it is considered the proposal would not result in harm to the character or appearance of the surrounding area. The proposal is considered to have an acceptable impact on residential amenity, noting the previous use of the site as a convenience store.

The proposal has been assessed by the County Highway Authority with respect to the new access arrangements, traffic generation, parking etc. Particular regard has been had to highway safety with the proposal being subject to a Stage 1 Road Safety Audit. Following amendment and the adoption of all the recommendations of the Road Safety Audit the County Highway Authority has no objection to the proposal subject to a number of conditions. The proposal is considered to have an acceptable impact in regard to trip generation and highway safety and would provide sufficient car parking and disabled car parking in accordance with the council's car parking standards.

The proposal also would provide sustainability measures which would ensure that any flood risk is suitably mitigated and that the development would provide a satisfactory sustainable drainage system.

As such the proposal is considered to accord with the Development Plan.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds. Initial concerns were raised. Following the submission of additional information and following amendment which included alterations to widen the pavement and change the servicing arrangements the Highways Authority has raised no objection subject to condition. See further comment in transport section of the report.

Environmental Health (Contaminated Land): There is potential for asbestos to be present within the existing building as such a condition is recommended.

Salfords and Sidlow Parish Council: Objection raising concerns in relation to the suitability of the site for a busy convenience store, highway safety concerns in relation to vehicle movements associated with deliveries, accident record in proximity to site and noise and disturbance to neighbours associated with deliveries.

Surrey County Council Lead Local Flood Authority: Response confirming no comment

Representations:

Letters were sent to neighbouring properties on 13 October 2021, a site notice was posted 12 October 2021 and advertised in local press on 7 October 2021.

3 responses have been received supporting the application raising the following issues:

Issue

Support – Community / regeneration benefit

Support – Economic growth / jobs

Support – Provision of local services

Support – Encourage use of sustainable travel / walking

1.0 Site and Character Appraisal

1.1 The application site is located on the north east side of the junction of Brighton Road (A217) and Honeycrock Lane. The site comprises a part single, part two storey building which was formerly a village convenience store and post office with dwelling at first floor but is now vacant. To the northern boundary is a single storey garage building and a further single storey outbuilding is located in south-east corner. Vehicular access is currently gained via a dropped kerb off Brighton Road to the north east of the site. The site is currently overgrown and has an unkept appearance.

1.2 The surrounding area is of mixed character, comprising some commercial and residential uses along Brighton Road. Predominantly building forms are

two storey with some examples of development within the roof (2 ½ storey forms.)

- 1.3 The site is located within the Salford's Local Centre and the villages Built Up Area. The Mill House Beefeater, a Grade II listed building is located approximately 100m to the north of the site. The majority of the site is located within Flood Zone 2, with the remainder of the site within Flood zone 1.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Borough Council for pre-application advice therefore the opportunity to secure improvements did not arise in relation to the design of the proposed building. The applicant did however undertake separate pre-application discussions with the Highway Authority (SCC) in relation to the proposed access arrangements.

- 2.2 Improvements secured during the course of the application:

- Sequential Test for Flooding has been submitted.
- Road Safety Audit has been submitted and assessed by the County Highways Authority in respect to the provision of the new access and proposed alterations to the highway.
- Relocation of loading bay to northeast corner of the site.
- Provision of cycle parking to the northwest corner of the site.
- Southern elevation has been stepped in, increasing pavement width to Honeycrock Lane and maximising visibility around the corner along the A23 and to the southern access.
- Minor increases to the pedestrian paving to the east and north of the proposed store.
- Signage and road markings added to discourage right-turn manoeuvres from the A23 access
- Extension of the northern kerb line of the traffic island adjacent the A23 access
- Amended traffic island at the A23 access that is clear of the pedestrian route across that access (details of the traffic island to be agreed at detailed design stage)
- Relocated post box behind the visibility splay
- Added a 0.5m wide mountable margin to the eastern side of the Honeycrock Lane access
- Added road markings to the Honeycrock Lane access
- Added 'KEEP CLEAR' markings opposite the new access on Honeycrock Lane.
- Moved tactile paving at Honeycrock Lane access to direct pedestrians away from inadvertently staying onto the Honeycrock Lane carriageway.

- 2.3 Further improvements to be secured through the use of conditions.

3.0 Relevant Planning and Enforcement History

3.1	83P/0119	Extension to the existing shop	Granted
3.2	90/06070/F	First floor extension to existing store building	Refused 20 August 1990
3.3	20/01624/F	Demolition of existing buildings and erection of a building comprising 6 flats with parking and a new access.	Granted subject to S106 3 September 2021

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing vacant and dilapidated retail store and associated single storey buildings and the erection of a new two storey convenience store (Class E).
- 4.2 The building which would be situated on the south west corner of the site would provide a sales floorspace at ground floor and back of house and plant at first floor. The customer entrance is proposed at the Honeycrook/Brighton Road corner with servicing taking place within the site with the service stores being located on the eastern elevation and at first floor and a goods lift in the north east corner of the building.
- 4.3 The new store would be two storeys with a traditional gabled appearance with barn hipped roof. The materials palette comprises traditional red brick, clay tile hanging to gables, interlocking red/brown concrete tiles and a glazed frontage in keeping with the proposed retail use. Brick recesses are proposed along 3 facades to break up the rear and flank elevations. Zinc vented louvres are proposed to screen plant at first floor, together with timber box cladding to the rear. Building signage would require advertisement consent but is shown indicatively to comprise signage typical of the Co-op chain.
- 4.4 A widened vehicle access is proposed to Brighton Road restricted to left in / left out manoeuvres, whilst a new vehicle access is proposed to Honeycrook Lane. Seven car parking spaces (including one disabled space) are proposed for customers to the rear together with a loading bay for delivery vehicles. Two cycle storage spaces would be available to customers in the northwest corner of the site. The parking court is proposed in permeable brick block pavers with contrast to delineate spaces. A retaining wall is provided along the eastern boundary to respond to changes in land levels adjacent to 1 Honeycrook Lane. A 1.8m close boarded fence is proposed to the north and eastern boundaries. The proposal includes for secure refuse management within the site, undertaken by the store provider with collections as part of the servicing regime of the store. A replacement post box facility is incorporated within the proposal to replace an existing post box on site.
- 4.5 Limited landscaping is proposed in the small areas available to the north of the parking bays and around the frontage entrance from Brighton Road. Lighting is proposed to illuminate access points and parking areas, it is

proposed to use focussed and targeted down lights to avoid overspill and light disturbance to surrounding residents.

- 4.6 The proposal is anticipated to result in the creation of the equivalent of 16 new full time jobs (provided as a mix of full and part time job opportunities). Opening hours are indicated as 0600-2300 every day of the week.
- 4.7 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.8 Evidence of the applicant’s design approach is set out below

Assessment	The character of the surrounding area is assessed as comprising a mix of largely residential and retail uses with the site located within Brighton Road local centre. Architectural styles are typically traditional with building heights of 2/2.5 storeys.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The two storey form responds to local character and utilises traditional building forms, materials and detailing found within the locality.

- 4.9 Further details of the development are as follows:

Site area	680 Sqm
Existing use	Post office/ convenience store with dwelling at first floor
Proposed use	Convenience store (Class E)
Existing parking spaces	1
Proposed parking spaces	7
Parking standard	1 space per 30m ² of retail floorspace (Groundfloor GIA=197sqm = 7 spaces)

5.0 Policy Context

5.1 Designation

Urban Area
Brighton Road, Salfords - Local Centre

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity	DES1, DES8, DES9, DES10
Retail	RET1
Community Facilities	INF2
Infrastructure	INF1
Transport, Access and Parking	TAP1
Climate Change Resilience and Flooding	CCF1, CCF2

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Vehicle and Cycle Parking Guidance 2018
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 Assessment

6.1 The main issues to consider are:

- Principle of development and retail use
- Design appraisal
- Neighbour amenity
- Highway matters
- Sustainable construction
- Drainage
- Community Infrastructure Levy

Principle of development and retail use

- 6.2 The application site is situated within the urban area and within the Brighton Road, Salfords Local Centre where there is a presumption in favour of sustainable development and where the principle of retail development is acceptable in land use terms. Policy RET 1 seeks to ensure that new development continues to make a positive contribution to the retail areas within which it is located whilst minimising the impact on other surrounding uses and on users of the retail areas.
- 6.3 In this case there is an existing (albeit vacant) retail use on the site and as such there would be no material change of use of the land. The proposed development would result in a replacement convenience store that would remain appropriately sized to serve the local community, encouraging sustainable travel and helping to support the viability and vitality of the Salfords local centre. The proposal would result in economic benefits through the provision of jobs, spend within the local area and have a regeneration benefit in rejuvenating this vacant site. The loss of the residential unit associated with the previous post office/convenience store is considered acceptable.
- 6.4 Given the size of the proposed retail use which is considered suitable for the role and function of the local centre and its siting within the local centre, there is no requirement for a retail sequential test assessment.
- 6.5 The proposal would make efficient use of land by utilising a previously developed brownfield site, within a settlement boundary. As such the principle of development and use of the land is considered acceptable and considered to accord with paragraph 120 of the NPPF, policies CS1, CS5 and CS7 of the Core Strategy and policy RET1 of the Reigate and Banstead Development Management Plan 2019.

Design appraisal

- 6.6 The proposal would provide a convenience store which would be of a similar footprint to the existing building found on site. Whilst there would be a modest increase in the overall height and mass of the building it would still be commensurate with the scale and height of buildings found along Brighton Road and Honeycrock Lane. The proposal maintains an active frontage with new shop windows along both Brighton Road and Honeycrock Lane and a new entrance in a logical and legible location. The proposal consists of traditional massing elements found in the locality, including use of gables. The design of the store also includes proportionate space for fascia signage. The materials proposed are considered appropriate and reflect both the proposed use of the site and materials readily found in the local area.
- 6.7 As such the scale, massing and appearance of the proposed store is considered to be suitable for the site and the local centre and would not result in harm to the character or appearance of the surrounding area. Instead resulting in an improvement to the overall appearance of the site when

compared to existing, noting also the removal of dilapidated outbuildings. Whilst the level of hardstanding would increase to the rear this would provide space for necessary car parking associated with the store use and while space for landscaping is limited this will allow for the appearance to be softened.

- 6.8 Overall the development would not result in harm to the character or appearance of the surrounding area and would be in accordance with Policy DES1 of the Development Management Plan 2019

Neighbour amenity

- 6.9 The nearest neighbouring residential properties of those found at 19A Brighton Road to the north of the site and 1 Honeycrock Lane located to the east of the site.
- 6.10 The proposed store would be sited away from the neighbouring residential occupiers to the southwest corner of the site. This would result in a separation distance of approximately 16 metres to 19A Brighton Road. This separation is sufficient to prevent any loss of outlook, and due to the modest scale of the proposed development this separation would also prevent any significant loss of sunlight/daylight to the side facing windows of this particular property.
- 6.11 1 Honeycrock Lane is set back within its site. The proposal would result in the loss of the single story outbuilding adjacent to this properties entrance, which would improve the outlook from the front facing windows of this property. 1 Honeycrock Lane has a single side facing window which is small in nature. Given the siting of the proposed store to the southwest of the application site, and the proposed building being of a similar scale and massing to the existing store it is considered that the proposal would not result in any significant harm to the outlook of this neighbouring occupier or result in a significant loss of sunlight daylight to the detriment of their amenity.
- 6.12 No first floor windows are proposed within the store and as such no opportunity would arise for overlooking or loss of privacy to the neighbouring residential occupiers.
- 6.13 The proposed store would have the plant contained within the fabric of the building with louvres providing ventilation located in the southern facing gable end. Due to this arrangement, it is considered that the proposed plant would not result in noise and disturbance to the detriment of the neighbouring residential occupiers amenity. The car park and delivery movements will result in some noise however given the existing use of the site as a convenience store and the sites location within a local centre this is not considered to give rise to unacceptable harm.
- 6.14 As such it is considered that proposal would result in the neighbouring occupiers retaining a good level of amenity and would be in accordance with policy DES1 and DES29 of the Development Management Plan 2019.

Highway matters

- 6.15 As described in section 4 of the report the proposed access arrangements include a relocated and widened access on Brighton Road that would comprise of a left in/ left out arrangement and a new all movements access on Honeycrock Lane. A small car park comprising 7 spaces (including one disabled) is proposed to the rear of the site together with a delivery and servicing bay which would also occupy car park space 7.
- 6.16 Swept path analysis has been used to ensure vehicles can move safely throughout the site, this includes the passing of 2 cars around the car park and accesses, a car passing a 10.35 rigid vehicle at both accesses and movements of the rigid vehicle to manoeuvre into and out of the proposed delivery bay. The proposals have also been subject to a Road Safety Audit to ensure the proposed development has an acceptable impact with respect to highway safety. Surface water drainage has also been considered as part of the Road Safety Audit noting that standing water can cause highway safety issues and pedestrian slip hazards. The proposed conditions would ensure matters relating to surface water drainage are satisfactory dealt with at detailed design stage by ensuring both the carriageway and footway drainage is provided to acceptable design standards. All the recommendations of the highway safety audit have been encompassed within the revised proposal.
- 6.17 The proposal has been accompanied by a Transport Statement which highlights that the proposed access via Honeycrock Lane would not result in any adverse highway safety issues. It also demonstrates that the trip generation of the proposed store would not be significant as to result in a cumulative adverse impact to the public highway network and that the Brighton Road access to the site could be safely used by the future customers of the store and delivery vehicles.
- 6.18 The proposed parking provision including the provision of 2 secure cycle spaces would accord with the Council's car parking and cycle parking standards contained in annex 4 of the Development Management Plan 2019.
- 6.19 The application has been accompanied by Delivery and Service Management Plan, which would be secured by condition. It is proposed that the delivery vehicles would access the site via the Honeycrock Lane access, driving forward into the delivery bay. The vehicle would then reverse to exit the delivery bay and then drive forward exiting the site via the Brighton Road exit where it would turn left. Delivery vehicles will only be permitted to enter and exit the site in a forward gear.
- 6.20 This would result in a maximum of 4 deliveries a day by larger rigid or articulated delivery vehicles and 2 deliveries a day by vans. The larger vehicles delivery times would be between 8am to 10pm, with the vans which would delivery newspapers and magazines scheduled between 6am to 10am.
- 6.21 The application has been subject to extensive discussion with the Highways Authority both pre-application and following submission. Various amendments have been made to the scheme in response to the comments of the County Highway Authority (CHA), these are set out at paragraph 2.2. The Stage 1

Road Safety Audit has also been reviewed by the CHA and considered acceptable.

- 6.22 The CHA propose a number of conditions relating to highway access design, visibility splays and surface water mitigation, design of the extension to the central island on the A23 to prevent right turn movements, parking provision, bike storage, provision of a construction management plan, provision of electric charging sockets, staff sustainable travel welcome pack, and a document to control and manage the delivery bay. I consider all these conditions to be necessary and appropriate to secure an acceptable scheme and would suggest an updated version of the delivery management plan should also be conditioned reflecting the revised servicing arrangements.
- 6.23 The NPPF states at Paragraph 109 that “*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”. In this case the CHA has reviewed the application and assessed it on safety capacity and policy grounds. Following amendment and subject to the conditions identified above it is considered to have an acceptable impact on highway safety and is considered to accord with policy CS17 of the Core Planning Strategy 2014 and policy TAP1 of the Development Management Plan 2019.

Drainage matters

- 6.24 The site is largely located in Flood Zone 2 and is accompanied by a Flood Risk Assessment (FRA) and sequential test.
- 6.25 As set out in the Framework (paragraphs 100 and 103) and associated technical guidance inappropriate development in areas at risk of flooding should be avoided. Development classified as 'less vulnerable' (which includes retail development) is only appropriate in flood zones 2 following the application of the Sequential Test. The aim of the sequential test being to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. If the sequential test is passed there is no further need for the exceptions test as less vulnerable development (which includes retail development) is considered compatible and an appropriate use with flood zone 2.
- 6.26 The above national policy position is reflected in Policy Ut4 of the Borough Local Plan (2005) which states that new development will not normally be permitted in areas at risk of flooding and Policy CS10 of the Core Strategy which states that development will 'be located to minimise flood risk, through the application of the Sequential Test and where necessary the Exception Test, taking account of all sources of flooding including fluvial, surface water, sewer and pluvial flooding, and reservoir failure, and manage flood risk through the use of SuDS and flood resistant/resilient design features, and where necessary provide floodplain compensation.'

- 6.27 The sequential test submitted by the applicant identifies that the site is located within Brighton Road, Salfords local centre (a town centre for the purposes of retail policy). The NPPF and local policy RET1 directs retail uses to town centres first. As such given the modest size of the proposed store which is designed to serve the local community, the applicant has limited the alternative sites search to land falling within flood zone 1 within Salfords local centre, as this would provide a policy compliant location for such a store. The search is also based on the availability of a similar sized sites (circa 6801 sqm) to provide the necessary space for the store and associated parking and servicing. I concur with this methodology. A search was undertaken on estate agents websites to find properties on the market and available within the search area. The search revealed there are no properties available within half a mile of the site. In light of the above I consider the sequential test to have been passed.
- 6.28 The FRA also includes an analysis of the likelihood of flooding of the site and demonstrates that whilst there is a low likelihood of flooding of the site mitigation can be provided by providing a raised finish floor level of the proposed store (by 300mm above the modelled flood level) to ensure the ground floor does not flood. This would be a minimum finished floor level for the new building of 55.52 AOD.
- 6.29 In addition a SUDS scheme has been included with the application which would minimise surface water flooding as close to the source as possible and would not result in flooding of neighbouring sites in accordance with policy CS10 of the Core Planning Strategy 2014, and policy CCF2 of the Development Management Plan 2019. A condition is proposed to secure the flooding mitigation and drainage strategy.

Community Infrastructure Levy (CIL)

- 6.30 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

Infrastructure Contributions

- 6.31 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, no such contributions or requirements have been requested or identified. Accordingly,

any request for an infrastructure contribution would be contrary to CIL Regulation 122.

Ground conditions

- 6.32 A ground conditions report has been submitted, following a site investigation and assessment to identify and ground contamination issues that might affect the proposed development. The site investigation (and associated desk top study) concluded that no potentially significant sources of contamination have been identified. Therefore the risk of impact to receptors in the context of the proposed development from contamination is considered to be negligible. As such further investigation, assessment and remediation are not considered to be necessary for this site.
- 6.33 In light of the above it is recommended conditions on this matter are limited to a condition to deal with any as yet unidentified contamination that may be identified during construction. The Environmental Health Officer is also proposing a condition to deal with potential asbestos within the existing building.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date
Elevation Plan	1531 - PL 1310	A	16.03.2022
Elevation Plan	1531 - PL 1311	A	16.03.2022
Street Scene	1531 - PL 1312	A	16.03.2022
Site Layout Plan	1531 - PL 1110-V2	A	16.03.2022
Site Layout Plan	1531 - PL 1111	A	16.03.2022
Floor Plan	1531 - PL 1210-V2	A	16.03.2022
Location Plan	1506-PL 1000		13.09.2021
Block Plan	1531 - PL 1101		13.09.2021
Survey Plan	1531 - PL 1102		13.09.2021
Roof Plan	1531 - PL 1201		13.09.2021
Floor Plan	1531 - PL 1200		13.09.2021
Elevation Plan	1531 - PL 1300		13.09.2021
Elevation Plan	1531 - PL 1301		13.09.2021
Street Scene	1531 - PL 1302		13.09.2021
Section Plan	1531 - PL 1410		13.09.2021

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal, its relationship with adjoining development and to safeguard the visual amenities of the locality, and ensure the development does not increase flood risk on or off the site in accordance with Policy CS10 of the Core Strategy and Reigate and Banstead Development Management Plan policies DES1, DES9, and CCF2.

Informative: In accordance with the submitted flood risk assessment prepared by Mayer Brown and dated August 2021 the building shall be set at a finished floor level 300mm above the modelled flood level, the minimum finished floor level is calculated within the report as 55.52m AOD.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (k) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan September 2019 policies TAP1 and DES8

5. No development shall commence until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.

- c) Means of communication and liaison with neighbouring residents and businesses.
- d) Hours of work.

Has been submitted to and improved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

6. No development shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), has been submitted and approved in writing by the local planning authority. The landscaping scheme shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation of the approved development or in accordance with a programme agreed in writing with the local planning authority

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

Any trees shrubs or plants planted or any existing plants/hedging retained in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

7. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

8. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF

9. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:
 - a) Evidence that there is no risk of contamination through the infiltration SuDs
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 37.8l/s.
 - c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance / risk reducing features (silt traps, inspections chambers etc)
 - d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational

- e) Details of drainage management responsibilities and maintenance regimes for the drainage system
- f) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected. This should include details of how surface water run-off entering the site from the bunded northern boundary will be intercepted.

The development shall be completed in accordance with the approved details and thereafter maintained.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with, Policy CS10 of the Core Strategy 2014, Policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

10. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

11. Notwithstanding the submitted plan MBSK211117-03 Rev 4 no part of the development shall be commenced unless and until the proposed vehicular access to Honeycrook Lane has been constructed and provided with sight lines and a means at the back edge of highway of preventing highway water from entering the private land and water from the private land entering the highway in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

12. Notwithstanding the submitted plans MBSK211117-02 Rev 3 and MBSK211117-08 Rev 4 no part of the development shall be commenced unless and until the proposed vehicular access to Brighton Road and extension to the central island on the A23 to prevent on right turn movements has been constructed and provided with sight lines and a means at the back edge of highway of preventing highway water from entering the private land and water from the private land entering the highway in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

13. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered MBSK211117-04 Rev 3 for vehicles to be parked and for vehicles to enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

14. Notwithstanding the submitted plan MBSK211117-04 Rev 3 the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans numbered for a minimum of 2 bicycles to be stored in a sheltered location in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority. Thereafter the approved bike parking area shall be retained and maintained for its designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

15. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE3

16. The development hereby approved shall not be occupied unless and until two of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter retained and maintained for their designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

17. No development shall be occupied until details of a Welcome Pack containing information to staff on the nearest bus and rail services to the site to be submitted to and approved in writing with the Local Planning Authority. The approved Welcome Packs shall be distributed to each member of staff upon occupation of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

18. Before occupation of the development a "Control and Management of the Delivery Bay" document shall be submitted for the approval of the Local planning Authority. The approved details shall be implemented upon first occupation of the site.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

3. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
7. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
8. The developer should note that the land across which the western sight line from the Honeycrock Lane access crosses shall be dedicated to the County Highway Authority in order to protect the sight line. This can be agreed at the

detailed design stage for the Section 278 Works for the proposed access points.

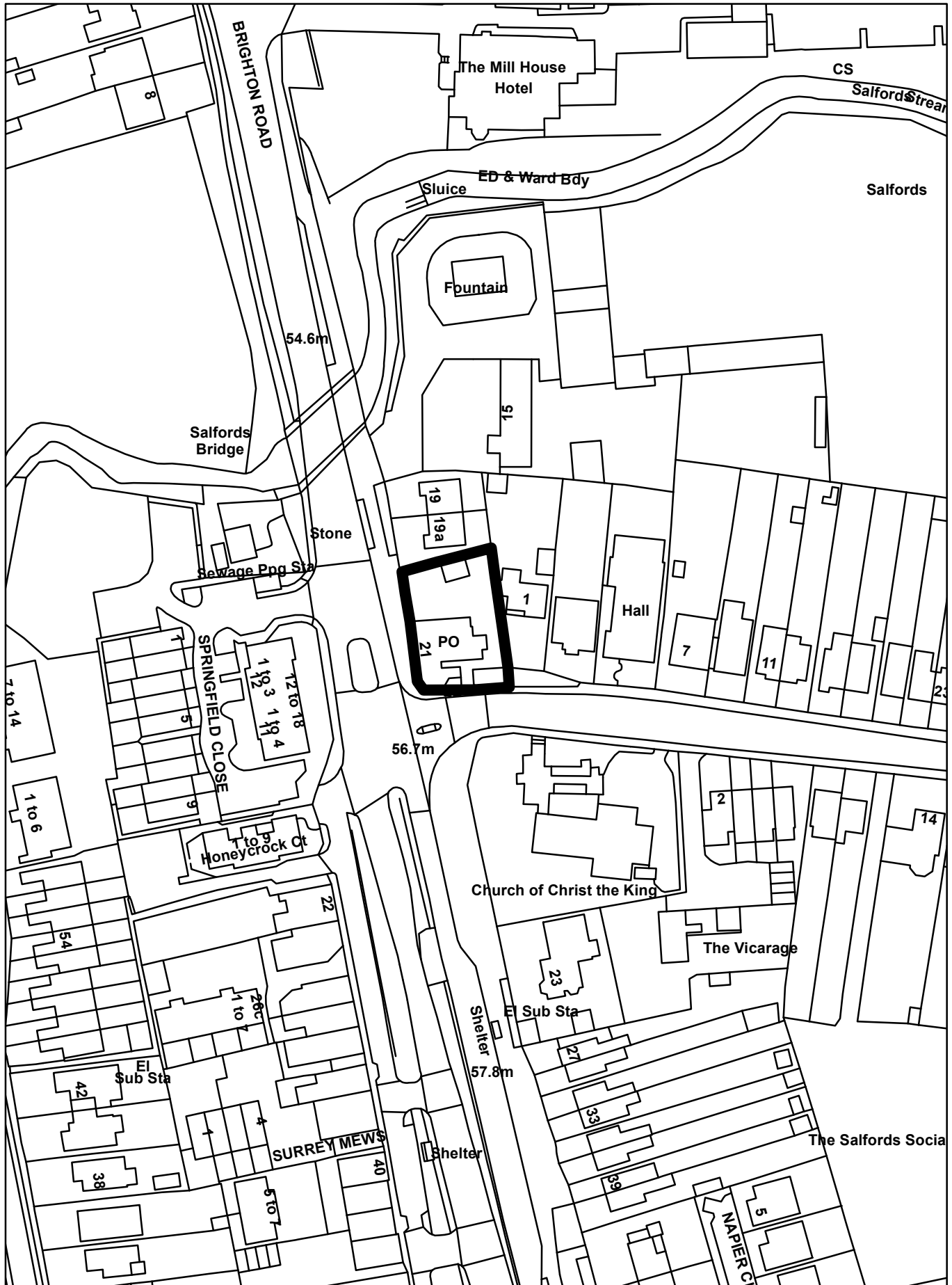
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS5, CS7, CS10, CS11, CS17 and DES1, DES8, DES9, DES10, RE1, INF2, INF1, TAP1, CCF1, CCF2 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

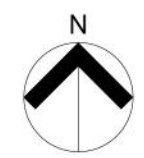
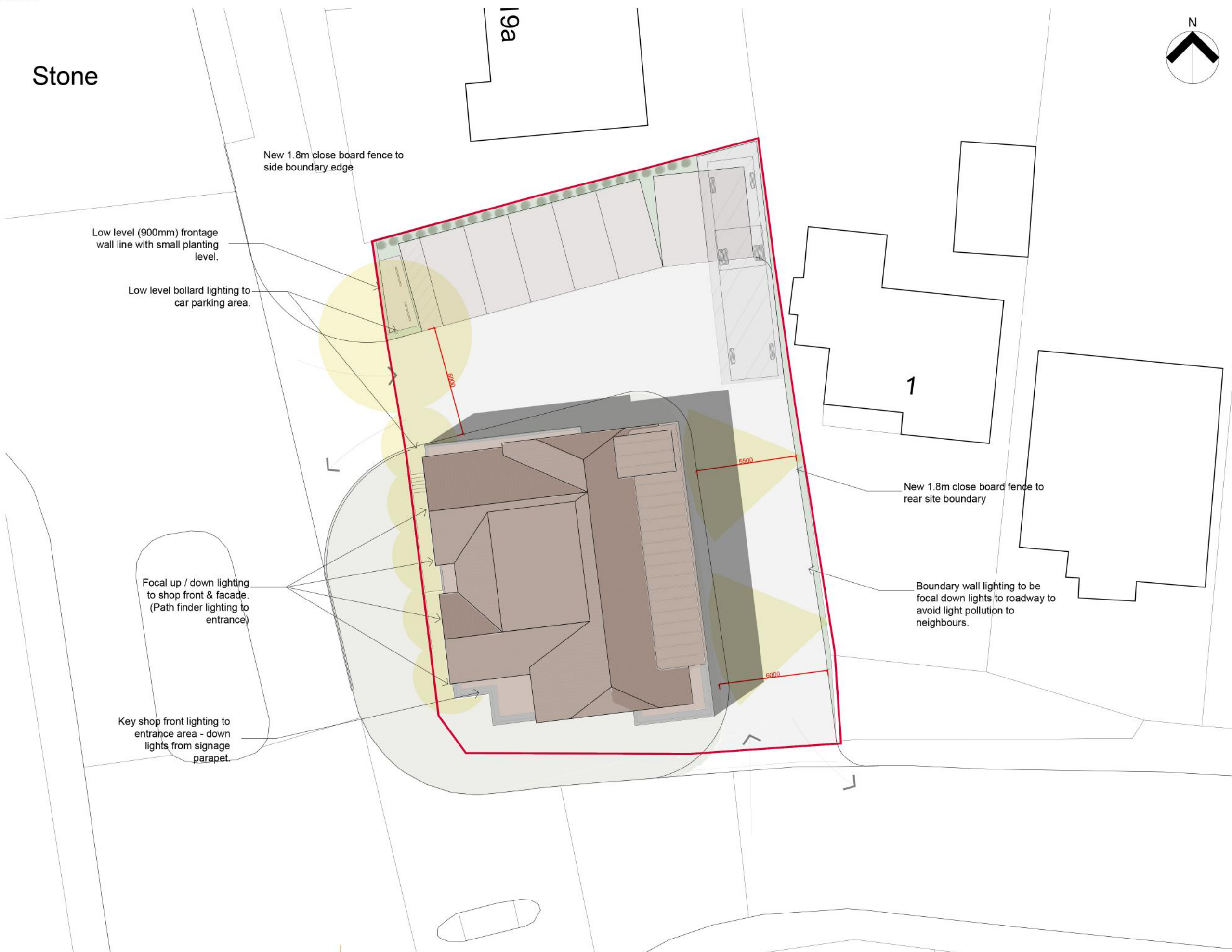
Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

21/02438/F - Salfords Village Store, 21 Brighton Road, Salfords



Stone



NOTES
 Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

- Site Boundary**

- Lighting**

- Car Park**
Permeable brick block pavings with contrast delineation to space edge.

- Road**
Main Roadway to be tarmac finish with edge kerb function (to allow access for all).

- Footpath**
Paving slab finish with contrast edge block lines. Flush to allow shared surface access for all.

- Grass**

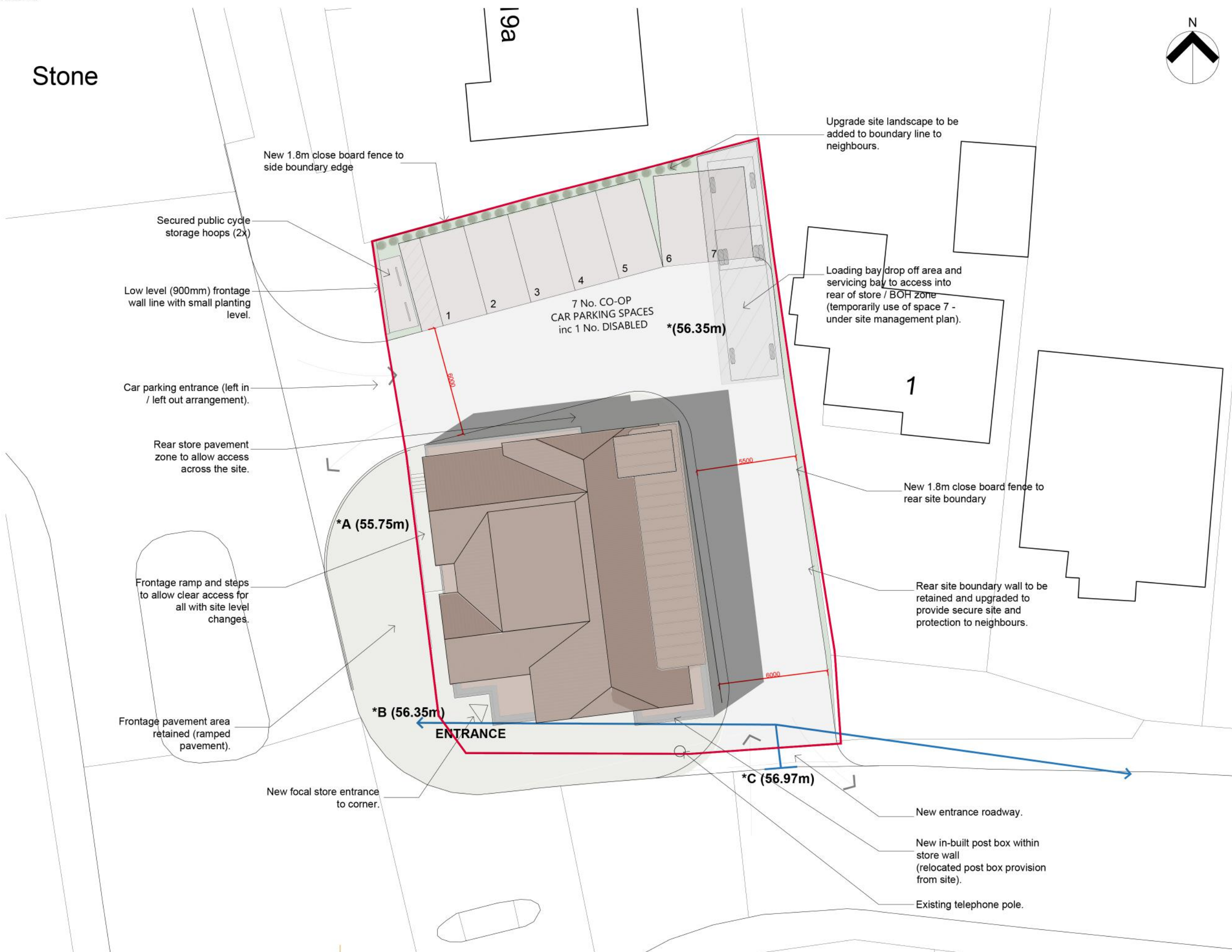
A 11.11.21 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date	Dim	Chgd	Description
Purpose of Issue: PLANNING			
client: Littlerock Developments 15 Ltd			
project: 21 Brighton Road, Salfords			
drawing title: Proposed Site Plan - Landscape and Lighting			

scale at A3:	date:	drawn by:	checked by:
1:200	July 2021	TL	AT
drawing number: 1531 - PL 1111			revision: A

Proposed Site Plan - Landscape and Lighting
 Scale 1:200 @ A3

Stone



NOTES
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Site Boundary

A 11.11.21 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date: Dim: Chkd: Description:
 Purpose of Issue: **PLANNING**
 Client: **Littlerock Developments 15 Ltd**
 Project: **21 Brighton Road, Salfords**
 Drawing title: **Proposed Site Plan**

Scale at A3: 1:200 Date: July 2021 Drawn by: TL Checked by: AT
 Drawing number: 1531 - PL 1110 - V2 Reason: A

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Proposed Site Plan
 Scale 1:200 @ A3

Honeycrook Lane



NOTES
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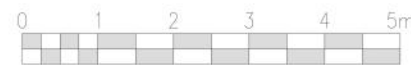
Site Boundary

Brighton Road



Proposed Streetscenes

Scale 1:250 @ A3



A 28.01.22 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date	Drn	Chkd	Description

Purpose of issue:
PLANNING

client:
Littlelock Developments 15 Ltd

project:
21 Brighton Road, Salfords

drawing title:
**Proposed Streetscenes
 Honeycrook Lane and Brighton Road**

scale of A3:	date:	drawn by:	checked by:
1:250	Jan 2022	TL	AT

drawing number:	revision:
1531 - PL 1312	A

NOTES

Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

 Site Boundary

North Elevation (Car Park)

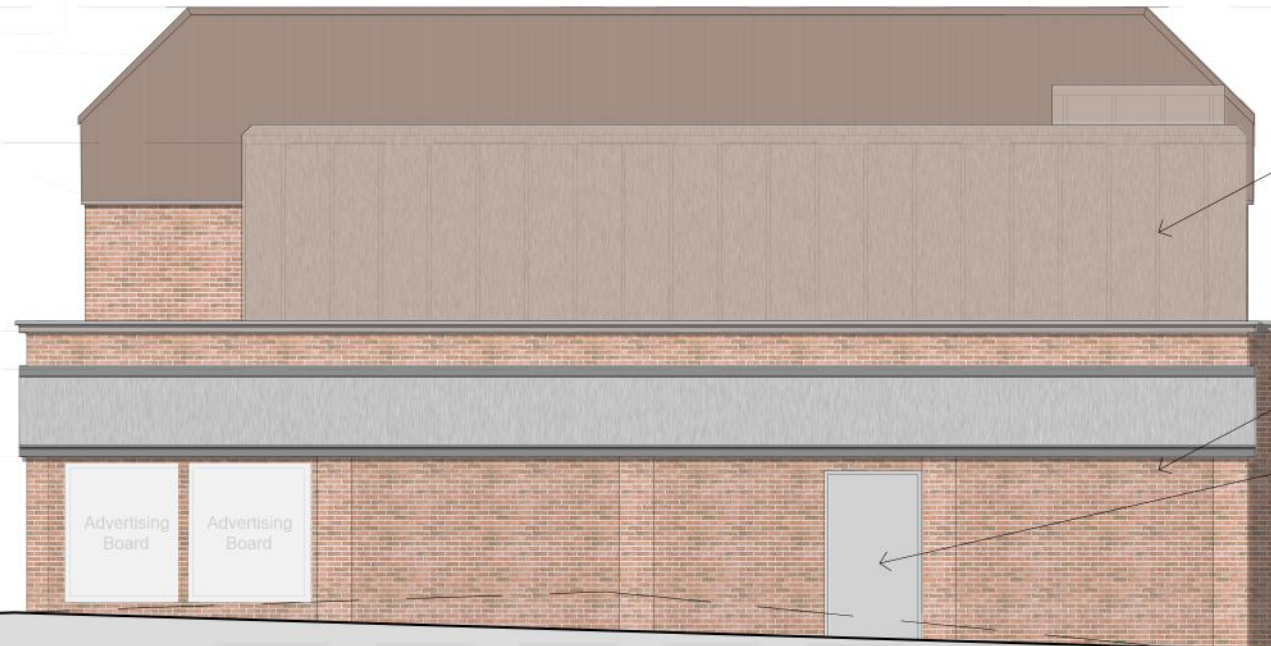


The Co-Operative

Advertising Board

Advertising Board

East Elevation (Rear)



Zinc roof allows for stair / lift core

Brick

MoE / Servicing Access

Advertising Board

Advertising Board

Proposed Elevations North and East
Scale 1:100 @ A3



A 28.01.22 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date Dm Chkd Description

Purpose of Issue: PLANNING

client: Littlerock Developments Ltd

project: 21 Brighton Road, Salfords

drawing title: Proposed Elevations North and East

scale of A3: 1:100 date: Jan 2022 drawn by: TL checked by: AT

drawing number: 1531 - PL 1311 revision: A

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NOTES

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— Site Boundary

North Elevation (Car Park)



East Elevation (Rear)



Proposed Elevations North and East
Scale 1:100 @ A3



A 28.01.22 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date Dm Chkd Description

Purpose of Issue: PLANNING

client: Littlerock Developments Ltd

project: 21 Brighton Road, Salfords

drawing title: Proposed Elevations North and East

scale of A3: 1:100 date: Jan 2022 drawn by: TL checked by: AT

drawing number: 1531 - PL 1311 reason: A

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NOTES

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— Site Boundary

- - Existing Mass

South Elevation
(Honeycrock Ln)



West Elevation
(Brighton Road)



Proposed Elevations South and West
Scale 1:100 @ A3



A 28.01.22 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date Dm Chkd Description

Purpose of Issue: **PLANNING**

client: **Littlerock Developments 15 Ltd**

project: **21 Brighton Road, Salfords**

drawing title: **Proposed Elevations West and South**

scale of A3: 1:100 date: Jan 2022 drawn by: TL checked by: AT

drawing number: 1531 - PL 1310 revision: A

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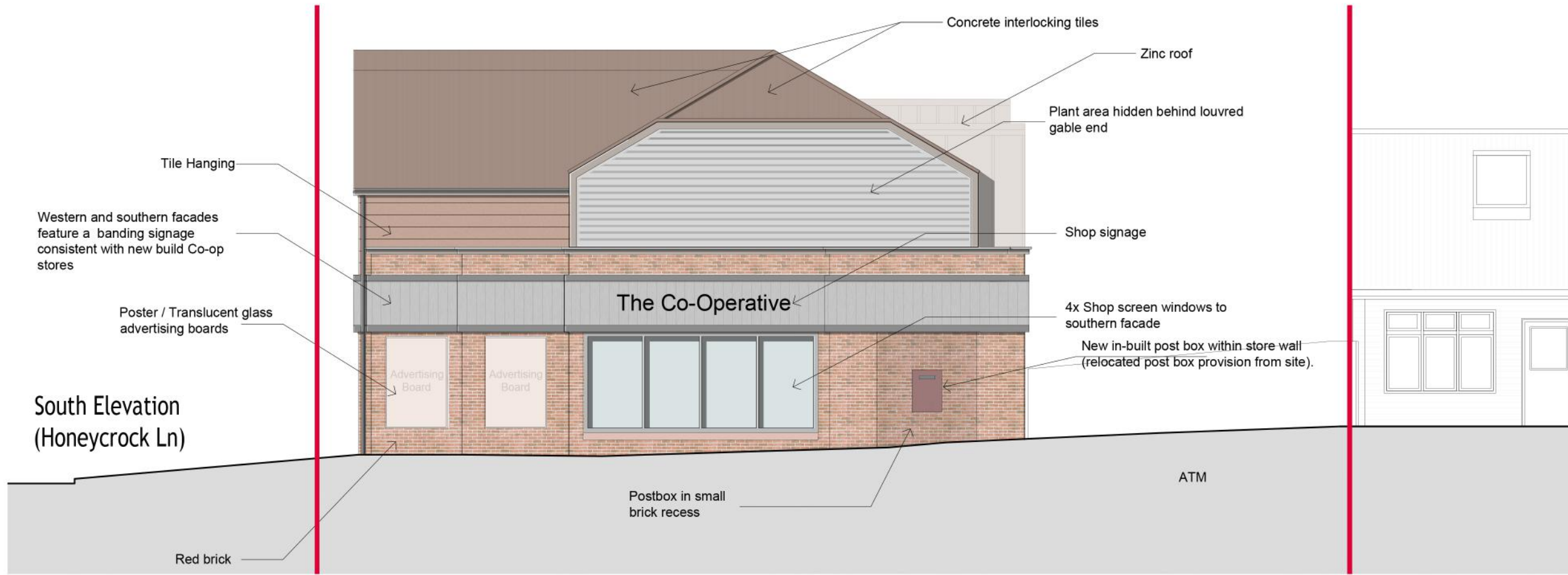
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NOTES

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— Site Boundary

- - - Existing Mass



West Elevation (Brighton Road)



Proposed Elevations South and West
Scale 1:100 @ A3



A 28.01.22 TL AT Site layout amended to take on board highway discussions with LPA.

Rev Date Dm Chkd Description

Purpose of Issue: **PLANNING**

client: **Littlerock Developments 15 Ltd**

project: **21 Brighton Road, Salfords**

drawing title: **Proposed Elevations West and South**

scale of A3: 1:100 date: Jan 2022 drawn by: TL checked by: AT

drawing number: 1531 - PL 1310 revision: A

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